

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 16, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: T&ES STAFF

SUBJECT: AGENDA ITEM # 2 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various ongoing projects.

RECOMMENDATION: That the Commission receive the following items for consent.

A. FUNDING UPDATE

Washington Area Metropolitan Transit Authority (WMATA) – WMATA had a major safety audit performed by the Federal Transit Administration (FTA). Additional costs may be required by WMATA to comply with FTA's findings. Work was stopped on the new Capital Funding Agreement. Work on capital needs and funding availability should begin shortly, since WMATA would like to have a draft Capital Funding Agreement finished by the end of calendar year 2016.

Northern Virginia Transportation Authority (NVTA) – Work continued on Standard Project Agreements for the three FY 2015 - FY 2016 projects approved by the NVTA in April 2015:

- Potomac Yard Metrorail station - \$1,500,000
- West End Transitway - \$2,400,000
- Implementation of Transit Signal Priority (TSP) on Duke Street - \$190,000

The NVTA will do a formal call for FY 2017 projects at its September 24, 2015 meeting. Staff is proposing to request funds for the Potomac Yard Metro and West End Transitway. These requests will be considered during Agenda item 10 on the September 16, 2015 Transportation Commission docket.

Virginia House Bill Two (HB2) – The Commonwealth Transportation Board (CTB) adopted a statewide process for HB2 funds during their June 17, 2015 meeting. These are discretionary funds that the CTB will allocate to projects that are capacity enhancing within the Commonwealth's Six Year Improvement Program (SYIP).

The City is developing a list of HB2 projects, which will be considered by the Transportation Commission (during Agenda item 10 on the September 16, 2015 Transportation Commission

docket), and by City Council. After Commission and Council consideration, projects will be submitted to VDOT and DRPT by the end of September.

Commonwealth Transportation Board (CTB) – In order to determine the transportation needs of the Commonwealth, CTB is developing VTrans 2040 through the Virginia Office of Intermodal Planning and Investment. VTrans 2040 will identify transportation needs in corridors of statewide significance and determine transportation needs for specific regions. VTrans should be adopted by the CTB in September, 2015.

B. POTOMAC YARD METRORAIL STATION EIS

City and WMATA staffs have been working closely with the Federal Transit Administration (FTA) and the National Park Service (NPS) to complete the Final Environmental Impact Statement (EIS). The Final EIS is expected to be ready for administrative review by the federal agencies later this fall, with public release of the document in early 2016, followed by a Record of Decision from FTA and NPS.

City and WMATA staffs also met recently with the Potomac Greens, Old Town Greens, and Potomac Yard communities to begin discussions about impacts during construction and listen to community concerns. Staff will develop a list of frequently asked questions based on those meetings.

As the project moves into the next phase of implementation, staff has recommended establishing a design approval process that will provide for thorough community engagement to include a series of public meetings where public input will be sought.

Background: The Potomac Yard Metrorail Station project is an infill Metrorail station located between the National Airport and Braddock Road Metrorail stations on the Blue and Yellow lines in the vicinity of the Potomac Yard Development.

For more information on the project, please visit www.alexandriava.gov/potomacyard.

C. EISENHOWER WEST TRANSPORTATION STUDY

The transportation analysis of existing conditions, future 2040 baseline conditions and 2040 build conditions, both with, and without the multimodal bridge, has been completed. In addition, mitigation was identified and tested for the 2040 build conditions. These results were presented to the project Steering Committee on September 9, 2015. A community meeting is scheduled for September 19, 2015, and the next steering committee meeting is scheduled for October 26, 2015. The Small Area Plan recommendations and results of the traffic analysis will be presented to the Transportation Commission on October 21, 2015.

Background: The Eisenhower West Transportation Study is being conducted in conjunction with the Eisenhower West Small Area Plan (SAP). A Steering Committee has been formed for the SAP and Transportation Study to provide guidance on various issues, including the identification of future land use thresholds within the SAP area. The Transportation Study will serve as the transportation analysis element of the SAP. It will include the analysis of various land use scenarios to be further explored in the SAP, and will conduct additional analyses of the multimodal bridge concept that was recommended in the Landmark/Van

Dorn Corridor Plan (adopted in 2009) to identify a more specific alignment. The multimodal bridge would create a direct connection between the Van Dorn Metrorail station and Pickett Street, and would serve future anticipated development. In addition, the Transportation Study will include an update to the 1993 Clermont Avenue Interchange with I-95 Environmental Assessment (EA). The EA update will re-analyze a “No Build” alternative of the Clermont Avenue connector (Eisenhower Avenue to Duke Street) to determine if the connector is still needed based on current planned land uses and transportation improvements. More information is available at: www.alexandriava.gov/eisenhowerwest

D. PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE

Staff has completed the draft pedestrian and bicycle strategies/recommendations. Staff has solicited public input on these items at various events throughout the summer, such as farmers markets. The draft strategies were reviewed by the Ad Hoc Committee on August 12, 2015 and are available for review on the project website. Staff has prioritized individual bicycle and pedestrian projects using evaluation criteria reviewed by the Committee. A public meeting is scheduled for September 24, 2015 at the Dr. Oswald Durant Center at 7:00 p.m. to solicit further input on the draft pedestrian and bicycle strategies. Staff will present an update to the Transportation Commission at its October 21, 2015 meeting.

Background: The City is conducting an update of the Pedestrian and Bicycle Master Plan, and developing Complete Streets Design Guidelines, which will be completed in early 2016. The purpose of this update to the City’s Pedestrian and Bicycle Master Plan and development of a Complete Streets Design Guidelines will be to:

- Develop a non-motorized system that addresses the needs of all users (pedestrians, bicyclists, vehicles, and transit riders) and is consistent with the vision of the Transportation Master Plan, which encourages transportation options and reduced dependence on the private automobile;
- Develop both a bicycle network and pedestrian case study areas
- Develop a framework for implementing non-motorized policies and projects citywide

More information is available at: www.alexandriava.gov/pedbikeplan

E. ROUTE 7 AT I-395 (VDOT PROJECT)

The King Street Bridge over Interstate 395 rehabilitation project is currently in the design phase. This project is expected to be advertised for construction in January 2018 and construction is expected to be scheduled for the spring of 2018. The duration of the project will be 24 months and will include replacing the bridge deck and rehabilitation work to the bridge girders. The bridge deck replacement will take eight months to complete and will require closing one direction on King Street during the weekend for five to six weeks of each direction. The detour for King Street traffic has not been finalized, but is expected to direct traffic down Van Dorn Street to Braddock Road to Beauregard Street and back to King Street and the reverse for the opposite direction. Both directions of the bridge will not be closed at the same time. The work on the underside of the bridge will take longer to complete but will not impact traffic on King Street. Staff is working with VDOT to incorporate pedestrian improvements into the work.

Background: The Virginia Department of Transportation (VDOT) will be undertaking a bridge rehabilitation project on the King Street Bridge over Interstate 395. This project is expected to take two years to complete.

More information is available at:

http://www.virginiadot.org/projects/northernvirginia/rt_7_over_i-395.asp

F. COMPLETE STREETS

In addition to the projects listed below, the Complete Streets Program routinely provides pedestrian and bicycle enhancements throughout the City. Improvements include the installation of bicycle racks at schools and parks and on streets, new crosswalks, new and upgraded sidewalks, curb ramps and improved accessibility to schools, parks and transit stops. Since the beginning of 2015, the following projects were either completed or are nearing completion:

- The regions first advisory bike lanes were installed on [Potomac Greens Drive](#). In addition to the bike lanes, a new crosswalk with a rapid flashing beacon was installed to provide safer pedestrian crossing and better access to a park.
- Two community driven [traffic calming projects](#) were completed. Speed cushions were installed on West Abingdon Drive and Martha Custis Drive, and speeds were reduced on these streets by 30% and 21%, respectively.
- A Complete Streets project on [Stevenson Avenue](#) provided traffic calming, additional parking, accessible transit stops and bicycle facilities along the corridor. Pedestrian islands were installed at the intersection of Yoakum Parkway to provide safer crossing conditions.
- Pedestrian safety improvements at [Janney's Lane at Taylor Run Parkway](#) were installed this summer and include a new sidewalk, curb extensions, crosswalk enhancements and bus stop improvements.
- The [Monroe Avenue Complete Streets Project](#) provides new bicycle facilities, pedestrian safety enhancements, traffic calming, additional parking and safer intersections.

Additionally, public outreach for a pedestrian and bicycle safety project at the intersection of King Street, Russell Road and Callahan Drive kicked off this year. A third public meeting will be held this fall as design moves forward.

Roadways scheduled for resurfacing in the spring/summer of 2016 will begin with public outreach later this fall. This includes King Street (Janney's Lane to Quaker Lane) and North Van Dorn Street (Braddock Road and Menokin Drive).

Background: Complete Streets is the term used to describe a comprehensive, integrated transportation network. Complete Street infrastructure and design provide users of all transportation modes (i.e. pedestrians, bicyclists, transit riders, and drivers) safe and convenient travel along and across streets.

In May 2014, City Council reenacted the Complete Streets Policy, which was drafted and initiated by the Alexandria Transportation Commission.

More information is available at: www.alexandriava.gov/49868

G. FERRY STUDY

Based on the results of the Northern Virginia Regional Commission's (NVRC) Ferry Market Analysis, the City of Alexandria was identified as a corridor of significant interest based on travel time savings impacts and viable market size. Staff had concerns as the analysis didn't take into consideration any of the City's proposed or existing plans. Staff also expressed concerns regarding the impacts to available capacity for parking within close proximity to the proposed stop in the City. Staff provided an update to City Council at their September 8, 2015 meeting. The NVRC is now soliciting responses from the project stakeholders, and the City of Alexandria is preparing a response. Attachment 1 is the draft letter to NVRC that was presented at the September 8, 2015 Council meeting.

Background: The M-495 Potomac River Commuter Ferry Project proposes to connect employment and residential centers located along the Potomac, Occoquan, and Anacostia Rivers, providing a waterborne alternative for moving passengers and freight within the region and increase the resiliency of existing regional transit system. The project has published three (3) studies in the last 15 years to evaluate Feasibility (2000), Services and Routing (2009) and most recently Service and Market Analysis (2015).

In June 2015, NVRC held a stakeholder meeting to provide an overview with respect to the results of the Service and Market Analysis study. The project has received a Federal Transit Administration (FTA) Maritime grant in the amount of \$3.3 million dollars with roughly \$600,000 needed to match the FTA Maritime grant. The grant will be used to purchase two (2) vessels and retrofit existing docks to support ferry service.

H. KING STREET METRORAIL STATION

A hearing was held by the Planning Commission on the project on September 1, 2015 to extend the DSUP for the project. The Planning Commission approved this renewal. The following is the project's current timeline:

- **Final Design – Winter 2015-2016**
- **Advertise and Award for Construction: Spring/Summer 2016**
- **Construction: Fall/Winter 2016**

Background: The King Street Metro is Alexandria's largest transit facility, and requires significant work to update it, expand it, and make it a safer facility. The City began this process by requesting that WMATA conduct a study of the feasibility of rebuilding the access facilities at the lot in 2006. The result of this study was released in March, 2008. Through an extensive vetting process with the general public and stakeholders, the City developed a design for this station which improves non-motorized access, bus access, shuttle and taxi access, short term rental car access and aesthetic improvements. In 2012, this design was endorsed by the Transportation Commission, the City Council, and the Planning Commission. After this was approved, the design was refined, and the City determined that some of the features of the facility needed to meet City standards, rather than WMATA standards. WMATA agreed to provide the City with a permanent easement to construct a transit facility at this location, providing the City maintained it into perpetuity. After this was decided, a more detailed design was produced for the facility, and the cost was higher

than budgeted. The improvement was placed in the FY2016 CIP budget process, and eventually acquired sufficient funding to be constructed.